

R E M A R K S

The allowability of claim 7 is acknowledged appreciatively.

While claim 2 is amended only in respect of an antecedent, which does not invoke any Festo-like limitations, because non-narrowing, claims 1 and 3 are amended into Jepson form to confirm that they are in a piston engine having a turbocharger.

Any terminology in the preamble that limits the structure of the claimed invention must be treated as a claim limitation. *MPEP* 2111.02 (citations omitted).

Because the Hansen patent of the rejection for anticipation under 35 USC 102 does not, independent claims 1 and 3 cannot be anticipated by the patent.

A claim is anticipated only if each and every element as set forth in the claim is found, either expressly or inherently described, in a single prior art reference. *MPEP* 2131

The Hansen patent discloses, not a turbocharged piston engine as claimed, but a special high efficiency internal combustion steam engine operated with alcohol-water fuel mixture. The alcohol-water fuel mixture is vaporized in a vapor generator 18 and the alcohol and water vapour flows to a vapour carburetor 47 and after that to the intake manifold 46 of the engine. There is no turbocharger and, therefore, no possibility of the method or apparatus claimed.

Further, as mentioned in the claim 1 of the application, in a first stage in the method, the intake air is heated by a heat exchanger element (5') before the turbo charger and water mist is injected into the air intake duct after the first heating stage through at least one first nozzle (9, 10), that in a second stage the intake air is compressed by the turbocharger (4), causing its temperature to rise, and water mist is injected into the air intake duct through at least one second nozzle (12, 13) after the second stage. By the method of the invention, very

good and efficient humidification of intake air is achieved. The heating of intake air used in the method can be implemented using a relative economic construction as it does not have to withstand the high pressure after the turbocharger. The efficiency of the turbocharger is increased because the mass flow passing through it is larger than before. In addition, the engine's response time for power boost is accelerated because the turbocharger duct volume is reduced.

Moreover, the Hansen patent does not disclose the spraying apparatus according to claim 3.

Therefore, reconsideration and allowance are requested.

Respectfully submitted,



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